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British Settlements

IN
North-Western Canada

ON
FREE GRANT LANDS.

CANADA for the BRITISH.

Report of my Journey to the Saskatchewan
Valley, N. W. Canada, to select land for
the first British Settlement.

"And so more and more I can't help looking to the West. There is
the world as the world will be. There are the things one hopes for,
and cares for, and lives for."

JOHN RICHARD GREEN.

"The far-flung, fenceless prairie"
leaps the long furrow."

"The Land of the plough in her
KIPLING.

By

REV. T. M. BARR,

Late CURATE IN CHARGE,

ST. SAVIOUR'S CHURCH,

TORLINGTON PARK,

LONDON, N.

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OFF

TO THE MEMBERS OF THE FIRST BRITISH COLONY
ORGANISED TO FORM A SETTLEMENT IN NORTH-
WESTERN CANADA.

"OAK LAWN,"

HOLLY PARK,
CROUCH HILL, N.
Christmas, 1902.

DEAR FRIENDS,

On Tuesday, the 30th of September last, I sailed from Liverpool, by the steamship "Lake Ontario," of the "Beaver" line, for the purpose of selecting land in North-Western Canada for the first British Settlement to be located in that great country. I have just returned to England, having accomplished the object I set before me.

I first visited Ottawa, the Capital of the Dominion, where I was introduced by the Canadian Commissioner of Emigration here in London, England, Mr. W. T. R. Preston (who met me in Ottawa for that purpose), to the Hon. James A. Smart, Deputy Minister of the Interior.

I consulted Mr. Smart as to the most desirable district for the Colony I am promoting. He evinced the greatest anxiety to point out the best locality possible, and, after careful consideration, recommended certain lands in the justly celebrated Saskatchewan Valley, on the line of the projected Canadian Northern Railway. He assured me that the Canadian Northern Railway would traverse these lands. He further agreed to reserve a certain number of townships when I had reached a decision.

I then proceeded to Winnipeg, where I met Mr. J. Obed Smith, the Commissioner of Immigration for the North-West, to whom I had a letter of introduction from the Deputy Minister of the Interior; Mr. F. T. Griffin, Land Commissioner for the Canadian Pacific Railway; Mr. Aldous, Commissioner of the Hudson Bay Company; Mr. D. B. Hanna, third Vice-President of the Canadian Northern Railway; and other gentlemen of prominence, all of whom took a lively interest in my project, and rendered me valuable aid. From each and all I had ample confirmation of the wisdom of the Deputy Minister's choice of locality. From Mr. Hanna I received the assurance that the C.N.R. would be completed through to Edmonton by the end of 1903, and would traverse the entire length of the townships I had in view. He also, after consulting Mr. William MacKenzie, the President of the Railway, gave me a pledge that Railway construction would be begun through our settlement soon after my party arrived, and that any members of the party needing to earn wages would be put to work on the construction of the road-bed, at a wage per diem which would be very generous. With this assurance I felt that I was proceeding on a solid and satisfactory basis. I then went West to give the townships indicated as a proper location my careful personal inspection. I may say just here, that before leaving this Country I had from my own knowledge of N.W. Canada, dating back to 1874, decided upon the same region,

as may be seen by a perusal of my pamphlet, "British Settlements in North-Western Canada."

At Battleford Mr. Chisholm, the courteous Dominion Lands Agent, secured me the services of a thoroughly competent Land Guide, Mr. Peter Taylor, who has lived in the district for 25 years.

Hiring a pair of horses and waggon, and with an outfit of tent, provisions, and bedding, I set out for the townships. I had a second companion in a Mr. Owen, an American farmer from South Dakota, who has realized an independence in agriculture in that State. This gentleman is of Welsh descent, and although born in America, can speak the Welsh language fluently. He had visited the district about Edmonton in May and June, but, not liking it, for various reasons, he had returned home without buying. Hearing good reports of the Saskatchewan Valley, he had returned, and we met in the Battleford Stage. We arranged to travel together to inspect these lands. I was glad of his company, and to avail myself of his ripe experience.

We went most carefully over the townships, digging into the soil at many points, investigating the water and fuel supply, and we both concluded that the reality far surpassed the most glowing descriptions we had heard of the country. We found scarcely any variation in the character of the soil, and no waste land. As Mr. Owen said, "One could sit down blindfolded anywhere, and decide to homestead, and he would make no mistake."

We found that the C.N.R. Survey party were just in advance of us, driving the final stakes along the established route of that line. We followed these stakes up, and compared their locations with a map specially prepared for me by Mr. Hanna, third vice-president, on which, by his instructions, the chief engineer had drawn a line indicating the route of the railway, and found a perfect coincidence.

Perfectly satisfied in every respect, we rapidly retraced our steps, and, hurrying back to Winnipeg, I sent a telegraphic despatch to the Deputy Minister of the Interior, and also a letter asking for a reservation of the townships.

I then returned to Ottawa, and, after several interviews with the Deputy Minister, I received a letter from him under date of November 25th making a reservation of 16 townships, for the British Colony—that is, all the even numbered sections, excepting sections 8 and 26, which are known as Hudson Bay sections.

The reservation extends to April 15th, 1903, by which time the Colony should be located on the lands. There is a provision under the Dominion Lands Act in accordance with which any members of the party who may wish to defer their coming out for 6 months from the 15th April, may do so by appointing an agent to make entries for them, paying at the same time the required entry fee of ten dollars. It is important to note this, as it may meet the case of some. But it must be distinctly understood that those going out with the party in March shall first be provided with homesteads in the reserved townships.

It may be well to quote here the Deputy Minister's letter to me:—

"I need not impress upon you the importance of arranging for the movement of the people who will join the Colony just as early as possible in the year, so that they may have an opportunity of going on the land at the earliest possible date in the spring, and thus save a good deal of time, which is often lost by settlers in delays at the beginning of their residence on the land."

ADDITIONAL COMMENDATIONS OF MY CHOICE OF A LOCATION.

The Editor of the "Saskatchewan Herald," a reliable newspaper published at Battleford, writes in his issue of November 12th:—

"Rev. Mr. Barr went West last week, and selected the site for his Colony, and since his return has given additional information as to the nature and extent of the scheme.

"The site selected is a very desirable one, near the 4th Meridian, where the Government has agreed to reserve the townships for them until spring.

"There can be no two opinions as to the suitability of the sections chosen."

The Rev. J. F. Dyke Parker, Incumbent of St. George's Church, Battleford, an Englishman who has lived for many years in the Country, and who knows the lands reserved, writes in the same issue of the "Saskatchewan Herald":—"Knowing the country both East and West of the 4th Meridian, I can fully endorse the good judgment Mr. Barr has shown in selecting the location he has, and its adaptability for stock and grain raising; and another advantage is that it will be on the main line of the Canadian Northern Railway."

The location may be considered by some as at present rather far from a Railway, but within a few months after we reach it we shall find ourselves on one of the world's great arteries of commerce, and in the very forefront of civilization. It is of immense importance to be located on a great railway, and in the Canadian North-West, all lands along a projected line are taken up in advance of construction.

So much for location.

SOIL.

The soil is a rich black vegetable loam, resting upon a great depth of clay subsoil. In the judgment of experts, nothing finer can be found in N.W. Canada. There is no rocky land on any part of the reservation, and very few loose stones lying upon the surface. The country everywhere is gently undulating. It might be described a high rolling prairie.

WATER.

It is the best watered part of the North-West. Lying between the two great streams, the N. Saskatchewan and the Battle rivers, traversed by the Big Gully Creek, and with numerous fresh water

ponds or lakelets, it is a highly favoured region. The best of water may be had anywhere by sinking wells from 8 to 20 feet in depth.

The N. Saskatchewan and Battle rivers are rivers in the true sense, and at all seasons of the year contain a great volume of rapidly flowing fresh water, wholesome for both man and beast to drink.

TIMBER.

There is not much timbered or wooded land on any part of the reservation. There is some for building purposes, and enough for fuel for a time. However, good building timber is quite accessible on the Battle and Saskatchewan Rivers, along their banks, and on islands in the Saskatchewan River.

LUMBER, OR SAWN TIMBER, Etc.

I have made arrangements with a large and wealthy firm in Edmonton to supply the Colony with dressed and rough lumber of all kinds for house building; also doors, window sashes, shingles, mouldings, etc. All these can be brought down the Saskatchewan River in the form of rafts. Edmonton is located on that river, and as the settlement will be only a few miles from its banks (the nearest point about 8 miles distant), and there being a good trail from the river across the reservation, building supplies can be easily obtained. There is a good landing at Fort Pitt.

As soon as the ice breaks up in the spring, supplies of the above, and whatever else we may need, can be floated down the stream. This has been frequently done for people at Battleford, which is still further down the river.

There is a saw mill at Battleford, but prices of lumber (sawn timber) are much higher than at Edmonton, which is a place of 6,000 population. Of course, as soon as the railroad is opened to us (within a few months after we reach the location) a depot for the supply of all building materials will be established in the settlement. It is also the intention to bring in a portable saw-mill to cut timber near the settlement.

I should mention that at Edmonton there is a choice of British Columbia lumber and shingles—Cedar, Spruce, and Fir, as well as native woods. The former are better, and generally drier, but a little dearer.

FUEL.

Enough wood for fuel, perhaps for a few years, can be secured either on the homesteads, or in the neighbourhood, and there is an abundance of coal—lignite and bituminous, on the Battle and Saskatchewan rivers. There is little doubt that coal measures underlie the whole country. Coal is sold at Edmonton sometimes as low as 6s. per ton.

It is most excellent fuel. I saw it burning at Edmonton, and have brought a sample with me. The question of cheap and abundant fuel is, therefore, for ever settled in the whole Saskatchewan Valley. The coal seams crop out along the banks of the streams, and farmers go with their waggons and help themselves.

PRODUCTS OF THE SOIL.

I have brought back samples of the products of the soil. They are wheat, oats, barley, rye, peas, fodder corn, flax, potatoes, carrots, beets, mangolds, turnips, and, indeed, all vegetables produced in England. The roots grow to an enormous size, and the yield is wonderful. Wheat is the great staple cereal, yielding from 20 to 50 bushels per acre.

Flax is a most profitable crop, produced with little labour and cost, and yielding from 18 to 24 bushels per acre, and selling at 4s. per bushel. There are mills in Manitoba where the flax seed is converted into oil and oil-cake, etc. The demand is great and increasing. I was told by former American farmers that North-Western Canada was the finest country in the world for flax.

SUGAR BEETS.

The soil of the North-West produces the finest sugar beets in the world. A large sugar refinery is now being built in Southern Alberta, at a cost of £300,000, and the day is not far distant when that country will produce enough sugar for home consumption.

RANCHING.

The Saskatchewan Valley is the natural home for cattle and horses. Large ranches have been long established. For countless ages, before the white man invaded the land, millions of buffaloes roamed the virgin prairies of the Saskatchewan, and to-day the vast spaces are still furrowed by their trails. With the advent of the white man the buffalo has disappeared for ever, but in his place are to be seen large herds of domestic cattle, many of them thoroughbred animals. With very little feeding, cheap grain and roots, and good markets, the farmer can raise cattle and horses at a certain and large profit. Cattle from the Saskatchewan Valley have already been sold on the English market.

GRASSES.

The prairies everywhere are covered with the most nutritious grasses, often yielding two to four tons to the acre. Wild vetch and pea vine are abundant. But the cultivated grasses do well, timothy and brome especially, which yield large crops.

FRUITS.

Small wild fruits are abundant in the country—strawberries, gooseberries, raspberries, cranberries, currants, and in many places plums.

Apples and other fruits are imported at reasonable prices from British Columbia and Ontario. But the housewife will find plenty of small fruits at home to preserve for winter use. It is held by many people of intelligence and wide observation to be quite possible to produce apples and plums in the Saskatchewan Valley.

FISH.

The streams and lakes abound in excellent fish of many varieties.

GAME.

Prairie chickens (pin-tailed grouse), ducks, and geese abound, and rabbits, antelope, and deer are to be had.

There are no dangerous animals or poisonous reptiles of any kind.

CLIMATE.

I have no hesitation in saying that the climate of North-West Canada is a most invigorating and enjoyable one. It is sometimes very cold, but it is a dry and highly exhilarating atmosphere, and the testimony of most English people who have lived in the country is that it is a much better climate than that of England, and that they do not suffer as much from the cold as in England.

There are but few cloudy days; the sky is generally wonderfully clear, and the effect of this upon the spirits is most enlivening and stimulating. Every stranger travelling through the country notices the cheerful mien and wonderful alertness of the people. Everyone looks happy. There is a marvellous buoyancy and optimism everywhere manifest. Old residents will tell you that it is largely due to climate, and there is no doubt of it.

For the benefit of those who dread an early start next spring, let me quote again from Rev. J. F. Dyke-Parker's letter to the "Saskatchewan Herald":—"When we (himself and wife, both English) came here in 1886 we drove 200 miles without seeing a habitation, in April, without a tent, camping in blankets by the side of the waggon, and did not suffer any inconvenience from it."

The heat of midsummer, together with the long day, rapidly matures the harvest. I found the weather, right up to and after the 1st November, most delightful. I quote the following from a pamphlet published by the "Saskatchewan Herald":—"In climate the district is highly favoured, blizzards, cyclones, and tornadoes being unknown, and extremes of heat or cold of rare occurrence."

TRANSPORTATION FACILITIES.

A good deal has recently appeared in both Canadian and English papers relative to the lack of sufficient railway facilities for the transportation of the farmers' products to the markets.

The Canadian Pacific Railway Company have no doubt done all they could to meet the needs of the country, and have been, on the whole, moderate in their charges. They have always displayed the greatest liberality towards incoming settlers, but the influx of people from Europe and the United States especially, has increased so rapidly this year, and the harvest of 1902 was so immense, that it has been impossible for them to meet all the necessities of the country. Hence a cry has arisen for more railways. The demand has met with instant response. The Canadian Northern Railway is being pushed rapidly through to Edmonton, and thence across the mountains to the Pacific Coast. It will traverse our settlement, and will be ready to haul out the harvest of 1903.

Then another great Railway scheme was announced while I was in Canada, and will be put into effect at once. The great and

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wealthy Grand Trunk system, which is chiefly owned by British capitalists, will be extended without delay to the Pacific Coast, and traverse the North-West some distance North of our British Settlement. All this rapid Railway extension is ample proof that corporations (who do not invest hundreds of millions without ample knowledge) have unlimited faith in the future of the Canadian North-West. Here is a sufficient answer to all who would decry that country. Those who know the country best and have most at stake, also have the greatest faith in its future.

WORK AND WAGES.

I was informed by prominent railway men that railroad construction was retarded this last season by the lack of men, although high wages were offered. Farmers with their big crops also suffered from this cause.

No man need lack work who wishes to work, and wages are generous—from 6s. to 8s. per day, and from £4 upward by the month, board included.

In this British Colony there will be ample work on Railway construction, and among established farmers not far distant I shall be able to place a large number of men.

Good, reliable servant girls of character are in great demand, at wages ranging from £2 to £5 per month.

RAILROAD LANDS.

Another proof of the rapid progress of the North-West has been the rise in land values. It is admitted on all hands that this will be twice as great in the next two years as in the past ten. C.P.R. lands, which were selling at 12s. per acre 6 months ago, have been recently advanced to £1 and upward, and I am assured that another advance is contemplated in the early spring. Those who wish to buy railroad lands within the reservation can secure them from me, as I have them for sale. Terms, one-sixth down, and balance in 5 years; interest 6 per cent.

HOMESTEADING.

Before leaving England I can homestead for any members of my party, as I have brought the proper forms with me for this purpose. I am going to do so for myself and some friends who have so requested. I send the applications to the Minister of the Interior at Ottawa, who forwards them to the Dominion Land Agent at Battleford. Those who wish to do this must, of course, have confidence in my judgment, but I have inspected the reserved lands very carefully. If they decide to do this, and then desire to buy some railroad land adjoining their homestead, I can arrange it, I believe, to their entire satisfaction. But it must be done at once, or these Railway lands must pass out of our hands. I may say just here that thousands of Americans homestead through delegates or agents, without visiting the country. If on seeing the land the settlers are not satisfied with their agent's choice, the Government allows them to change the location without any extra charge. No

risk is, therefore, incurred. The homestead fee must accompany the application. Those, of course, who buy railway lands would find it necessary to retain the homestead chosen.

HOMESTEAD REGULATIONS.

Every male over 18 is entitled to a homestead, or free grant of 160 acres—a quarter of a section. Every women, too, who is the sole head of a family, can enter for a homestead. The entry fee is ten dollars, about £2 1s. 8d. The homesteader must perfect his entry by beginning actual residence on his homestead within six months from the date of entry. If the entry is made on or after 1st September, the homesteader has until 1st of following June to begin residence. The settler, however, who goes into Canada from Great Britain or any European country, may, if he so desires, have a whole year after entry before he begins residence on his homestead, provided he writes to the Minister of the Interior at Ottawa, and states his case. In a settlement like our British Colony, where all are friends, and likely to guard each other's interests, no one would be likely to lose his homestead, even if the regulations should occasionally fail, through some good cause, to be complied with. Then there is a provision which is worth knowing. The homesteader must have resided for six months of each year for three consecutive years, dating from the time when residence was begun. "but the six months' residence each year need not necessarily be six consecutive months, but may be made up of broken periods, of a month or more at a time, so long as the settler can establish, when he comes to make application for patent, that these broken periods amount to not less than the six months within each of three years." Many hire out all summer, pay for some ploughing on their homesteads, and spend the winter on the homestead, thus fulfilling the requirements of the law. Work at good wages is plentiful in summer, but not so easy to get in winter. A minimum of 15 acres to be brought under cultivation within the three years is required by the Government. The house may cost £1 or £100, according to means and taste of homesteader. The Government does not stipulate as to this.

THOSE WHO WISH TO JOIN THE COLONY MUST DECIDE AT ONCE AND DEPOSIT PASSAGE MONEY.

Friends.—The time has arrived to decide whether or not you are to embrace this special opportunity, and join the British Colony. Within ten weeks the party sails. I have arranged with the Elder, Dempster Co. (Beaver Line) for a special ship to be specially fitted up, and to carry none but members of this party. But the Company must have several weeks' notice before fitting up the ship for us, and, above all, they must have some financial guarantee of good faith. We are dealing with a responsible Company, and we must show ourselves to be responsible. I have, therefore, arranged the following plan with Sir Alfred Jones, the President of the Elder, Dempster Co.: He will receive deposits of steamship fares in full

from Liverpool to St. John N.B., the winter port of the line, and where we shall land next March. The passages of all members of a party must be paid in full, and you will say whether you will travel Cabin or 3rd class.

Sir Alfred Jones will deposit the money in the Bank of West Africa, in Liverpool, of which he is the president, and will give you credit on the books of the Company. You will also receive a receipt describing the transaction.

In the case of Cabin passengers the steamer tickets will either be sent shortly before the steamer sails, or else will be handed intending passengers on their arrival at Liverpool. Third-class passengers must have their steamer tickets before starting in order to secure reduced Railway tickets. To 3rd class passengers I shall send an order for the reduced railway tickets on British Railways. You will, further, on payment of the deposit to Sir Alfred Jones, send to me, as leader and organiser of the party, a complete list of the persons for whose passages the money has been deposited, together with their names and ages, and also mention the amount and date of deposit.

This notification shall be carefully filed.

The address of Sir Alfred Jones is African House, Water Street, Liverpool.

Let me add that intending Colonists should lose no time in making deposits, as rooms and berths on the steamer will be allotted according to priority of application. All deposits must, if possible, be made before the 1st of February, 1903.

The party is now likely to number over 2,000, and it may be necessary to reject some.

ARRANGEMENTS WITH BEAVER LINE.

As already intimated, I have arranged with the Elder, Dempster Company, that, if the number of intending colonists shall warrant it, a special steamer of sufficient capacity shall be fitted up, and specially provisioned for this party. It will probably be that fine steamer, the Manitoba. No European emigrants will be allowed passages in this steamer. The passengers will be all British.

Further, on this special steamer I have arranged that there shall be only two divisions of passengers—Cabin and Third-class. First and second cabin will be merged in one, and form simply Cabin. The remainder will form Third-class.

COST OF PASSAGE.

For the Cabin, the charge will be £8 per adult, children between the ages of one and twelve years half-fare, under one free. For Third-class the charge will be £5 10s. per adult, children between the ages of one and twelve years half-fare, under one free. In regard to baggage the Company write me:—"We will make no charge for any excess freight as far as the ocean passage is concerned, that is, of course, provided the excess is not much beyond the quantity allowed, say 15 cubical feet for third-class, and twenty

cubical feet for cabin passengers per adult, and half these quantities for children. Small dogs, such as fox terriers, will be taken free, but large dogs must be paid for. The Company will take charge of, and ship free of charge, all baggage on the arrival of the passengers at the various stations in Liverpool.

All packages must be properly labelled with name and destination, via Beaver Line and C.P. Railway. No package must weigh more than 250 lbs.

I have arranged that on board ship there will be no bar to the free intercourse of Cabin and Third-class passengers whenever they desire to confer with one another in regard to the future welfare of the Colony, and to effect combinations for co-operation when the Settlement is reached. I shall myself be on board, and facilitate all such meetings and arrangements. There will also be lectures in the saloon on board ship, in which much up-to-date information as to present methods of farming in Canada will be given.

I should add that a bill of fare for the voyage for both Cabin and Third-class will be sent each passenger. This bill of fare will, I am sure, be satisfactory.

It may be well to state that Third-class passengers have their meals served on tables, laid with table-cloths, knives, forks, etc., like the Cabin passengers, and have nothing to do with the cooking or serving of their food.

At St John the party shall step from the steamer on to the train, and shall not be compelled, to seek shelter in an emigration shed or in hotels. If the train is not quite ready when the steamer arrives we shall remain on her until it is. There will, however, be no delay. A cablegram will be despatched to the Canadian Pacific Railway officials in Canada when we leave Liverpool, giving number and classification of party, according to sexes and ages, and they will provide trains accordingly.

INTENDING MEMBERS OF THIS BRITISH COLONY MUST TRAVEL BY THE BEAVER LINE.

It must be distinctly understood that I have made no arrangements with any other steamship line to convey intending members of my party, and only those who book through me can have lands assigned them within the reservation I have secured from the Government.

FARES ON ENGLISH RAILROADS, LUGGAGE, Etc.

Under the special arrangement made with the steamship company, no free tickets on any British Railroads will be given to either Cabin or Third-class passengers. Third-class passengers, however, holding steamer tickets can obtain railroad tickets at specially reduced rates to Liverpool, and I herewith enclose a list of towns where they may be obtained. Passengers holding Third-class rail tickets are allowed 120 lbs. of luggage on the English Railways. Excess freight must be paid by the passenger. I suggest, however, that it might be well to send to Liverpool some days in advance of sailing all heavy luggage by goods train.

Third-class passengers must have their steamer-tickets in their possession to present at Railway ticket offices when they apply for the reduced railway ticket to Liverpool. They will kindly make careful note of this. Further, I shall send to each and all an order for such reduced ticket. The Steamship Company will supply me with a book of orders for this purpose.

FARES ON THE CANADIAN PACIFIC RAILWAY.

We shall travel from the point of debarkation over the Canadian Pacific Railway to our railway objective. The rate is a specially reduced one, and is for colonist fare—from St. John, N.B., to Saskatoon, £4 7s. 1d. per Adult, children between the ages of five and twelve years half fare, while those between the ages of five and one are carried free on Canadian Railways. If passengers wish to transfer from Colonist class to the tourist car they will be able to do so on their arrival at St. John. I have made a special arrangement with Mr. Robert Kerr, the C.P.R. Traffic Manager in Montreal, to have at least sufficient Tourist cars for all the women and children of the party. It would be impossible to provide Tourist cars for all; and, indeed, single men should be prepared to rough it a little. It is better to begin at once. However, no other people will be mixed up with those of my party.

THE C.P.R. RATES ON GOODS TRAINS.

The freight rate on Canadian Pacific goods trains from St. John to Winnipeg is 10s. per cwt. for settlers' effects, and about the same to Saskatoon. Pianos and sewing machines would have to be sent by such trains, and could not accompany the party West.

Goods-trains (called in Canada freight trains) travel much more slowly than passenger trains, and hence all effects of our people going by these trains would reach Saskatoon several days after the party. I am strongly of the opinion that our people should not take pianos or organs, even though Sir Alfred Jones has agreed to transport them free of charge on the steamer. They would necessarily cost much to pack and transport by rail, and it might be very difficult to find a suitable place to store them at Saskatoon—besides all which it would be a great labour and expense to convey them from Saskatoon to our location—and there they would at first certainly prove a white elephant. Sewing machines, on the other hand, can be "knocked down," that is, taken to pieces, and packed in small compass. I would advise you to take them. Again I must emphasize the necessity of cutting down the quantity of effects to be taken to the least possible amount necessary for comfort.

TOURIST CARS.

These cars are upholstered, and the beds are provided with mattresses, bedding, drop curtains, soap and towels in the lavatory. There is a range for cooking in each car, and also a Porter to take care of passengers. The cars are kept warm and comfortable. I travelled in one both going and returning.

COLONIST CARS.

These cars are not upholstered, and are not provided with bedding or curtains, and passengers must provide their own soap and towels. Nor is there any porter on these cars. There is a range for cooking, as on the tourist cars. The Railway Company provide, for a merely nominal sum, a good straw mattress at the post of debarkation.

All should take with them the following articles to be used on the cars:—Pillows, blankets (a good supply), drop curtains (with safety pins to fasten them) to be suspended in front of berths from a pole which runs the length of the car, soap and towels.

These cars are quite comfortable and warm. There is a lavatory, as in all cars.

PROVISIONS FOR THE RAILWAY JOURNEY WEST.

The railway journey West will take about four days. There are restaurants at many stations on the journey, indicated in the C.P.R. guide books, of which I shall have a supply for all. Meals may be had at a reasonable price at these stations, but every family especially should take along a good-sized basket, provided with cheap enamelled cups, plates, knives, forks, spoons, and a teapot (all of which will be useful while camping on the farm), also some salt, sugar, tea, and coffee, enough for, say, a week. Arrangements will be made for securing provisions when we reach St. John.

C.P.R. FARES.

The Steamship Company have an arrangement with the C.P.R. to provide the railroad tickets for passengers on this side of the Atlantic. The reduced fare is not applicable to passengers purchasing their tickets on the other side, when the ordinary local rates are charged. Intending colonists will therefore remit C.P. Railway fares as per above mentioned rates, either when sending steamship fares, or at some date prior to sailing.

DATE OF DEPARTURE FROM ENGLAND.

The Party will sail about the middle of March. The exact date will be decided early in February, and all intending colonists duly notified. In this final circular, in which I shall fix the date of sailing, I shall treat of any matters overlooked in this pamphlet. I invite suggestions.

SASKATOON, THE END OF THE RAILWAY JOURNEY ON THE C.P.R.

Saskatoon, a village of a few hundred people, and situate on the South Saskatchewan river, on the line of the Prince Albert Branch of the C.P.R., will be the end of our Railway journey West. From here to the townships reserved there is a good road or trail, especially as far as Battleford. A Mail Stage runs to Battleford twice a week. I travelled by this stage, and found the road excellent, all streams bridged and bad spots turnpiked and graded. At Saskatoon there will be provided horses, waggon, harness, and pro-

visions for the journey, also coverings for the waggons, camp stools, and other necessary things. Here the party will use their tents for a few days while getting outfitted for trekking to the settlement.

The land about Saskatoon is high and rolling, on the banks of the South Saskatchewan river, which will supply good water.

Here, at Saskatoon, are large shops of all kinds, and all the great outfitting firms of the North-West have agencies and supply depots. Here is a Post-office, banks, hotels, and boarding houses. There is an emigration hall, but not large enough; we must use our tents.

CARE OF WOMEN AND CHILDREN.

I have arranged to have covered light waggons to come from Battleford to Saskatoon on our arrival to convey the women and children rapidly through to Battleford, where they will be housed and cared for until the men of the party shall reach the Settlement, when they may be brought forward. The expense of this must, of course, be borne by the members themselves.

A Committee of the Citizens of Battleford, with the Rev. J. F. Dyke-Parker and other clergymen, as well as laymen, at its head, will be organized to receive and specially care for the women and children while they are there.

Men must learn to rough it, but the women and children must be specially cared for.

SHOULD WOMEN AND CHILDREN GO OUT NEXT MARCH?

I should say yes, when members of the party possess sufficient means. When the family is large, or where the condition of health should prevent, it might be wise to leave women and children behind for six months or a year. It is most probable that a second party shall be brought out in the spring of 1904, when any members of families left behind could accompany it.

THE TOWN OF BATTLEFORD.

The nearest town of any importance to the chosen location for our settlement is Battleford, a place of about 600 population, and located at the junction of the North Saskatchewan and Battle rivers. It is situated on a strikingly beautiful plateau, and is a commanding site for a coming city. Here the women and children of our party will be housed for some days, and through it the whole party shall pass to our location.

There are three large stores, carrying in stock everything required for the house, the farm, or the ranch; two hotels, two blacksmith shops, two livery stables; a good grist, saw and planing mill and lumber yard; five agricultural implement warehouses, two notaries, two doctors; Protestant and Roman Catholic public schools, a Church of England, a Presbyterian, and a Roman Catholic Church. The public institutions are: An Indian Industrial School, conducted by the Church of England, where 100 Indian children of

both sexes are educated and trained in the ways of the white man; the Dominion land agency and registry office; a post of the North-West Mounted Police, and the Indian Agency; a telegraph and telephone service, and an Agricultural Society. There are also two well-supplied butcher shops.

There is one newspaper, the "Saskatchewan Herald" (weekly), published by Mr. P. G. Laurie, in the columns of which actual or intending settlers will in every issue find something interesting and instructive concerning the district.

Among the farmers about Battleford, and along the road West, we shall be able to find cows, pigs, fowls, and ponies to buy at reasonable prices, and also potatoes, seed-grain, butter, eggs, and fresh meat.

A member of the party, Mr. Charles May, of Southgate, left for Battleford on the 24th with his wife and four children, and will reside there the remainder of this winter. Mr. May will co-operate with me in securing various supplies the party will need next spring, and will make complete lists of supplies of stock, etc., which may be purchased about Battleford, together with prices, etc.

REV. G. F. LLOYD.

I desire to acknowledge the valuable services which the above gentleman has rendered me in the promotion of this Colonizing project (both by voice and pen). Mr. Lloyd's articles to the Press have had a wide circle of readers throughout the United Kingdom, and his resulting correspondence has been very large, and generally from most-desirable people. During my absence from England he had charge of the movement. I am glad to announce that Mr. Lloyd has finally decided to accompany the party to Canada with his family, and will be the Incumbent of the Church of England missions or parishes in the settlement. It was with much regret that the Committee of the Colonial and Continental Church Society accepted his resignation. Their loss, however, is our gain. Mr. Lloyd's intimate knowledge of the country where we are to settle, and his practical grasp of affairs, will prove valuable factors in the success of the Colony. We are to be congratulated that he will accompany us. In him I have found an intelligent and congenial co-adjutor. I predict a high position for Mr. Lloyd in Church Councils in Canada. Mrs. Lloyd and five children will accompany Mr. Lloyd to Canada, and it is their intention to go through to the Settlement under canvas, without stopping at Battleford. Mr. Lloyd knows the country and climate, and says that there is nothing to fear.

I should add that Mr. Lloyd won his laurels at Battleford in the rebellion of 1885. As a member of the Queen's Own, of Toronto, Canada, he distinguished himself by exceptional bravery and gallantry, and was recommended for the Victoria Cross, which he would have obtained had he been in the regular Army. Mr. Lloyd is a modest man, and seldom speaks of these matters,

THIS COLONY IS NOT ORGANIZED ON A DENOMINATIONAL BASIS.

It must be distinctly understood that I am not organizing this settlement on a denominational, or, indeed, religious basis. All good and true men are welcome. It is expected that there will be people of all religious bodies in the Colony, and the religious organization to which they belong will, no doubt, provide for their spiritual welfare.

It is not as a clergyman, although I happen to be one, that I am promoting Emigration to my native land; but simply as a man who wishes to see Canada remain British. Any undue clericalism I would be the first to deprecate. It must be remembered that there is no State or Established Church in Canada, and that all religious bodies there are on the same voluntary basis.

LIBERTY OF ACTION FOR ALL.

There will be perfect liberty for every member of the party, if the lands and location do not seem to him to be entirely desirable, to leave the settlement and seek land elsewhere. There will be no stipulations or contracts of any kind, and every man will handle his own money.

NO FEES CHARGED.

It is not my intention to ask any member of my party for any fee or subscription in connection with this movement, but I beg to request that in asking for replies to letters my friends will enclose postage stamps.

NO VILLAGE OR COMMUNISTIC SETTLEMENT.

This is to be no Village or Communistic Settlement. Every one will live upon his own land; that is, it will be a settlement of the ordinary kind.

SCHOOLS, CHURCHES, AND A POST OFFICE.

These will be organized within a few weeks, or months, at most, after the lands are occupied by the party. Two sections of land in every township are reserved by the Government as school lands, and 70 per cent. of the salaries of teachers, which are very liberal, is paid by the Dominion Government from the National Treasury; the remaining 30 per cent. is raised by a local tax on land. The educational standard for teachers in Canada is high. The schools are under the sole control of the local legislature elected by the people of the Territories, and of the trustees elected by the ratepayers. School districts are formed on a vote of the prospective ratepayers of the proposed district. Religious teaching as directed by the trustees may be given for half an hour each day, but this is not compulsory. Separate schools are allowed to a Roman Catholic or Protestant minority in a public school district.

A LIBRARY FOR THE SETTLEMENT.

We should have a free lending library in the settlement, and I undertake to have transported, free of cost, all books and magazines that may be donated by members of the Colony or their friends.

STORES, OR SHOPS.

In our British Colony there will be a most excellent opportunity from the very start for a large general store, including everything the settler may need, or for a number of shops: Dry goods shop; grocery shop; boot and shoe shop; chemist's shop; harness shop; lumber yard; agricultural implement warehouse; furniture shop, etc., etc.

I should like to hear at once from men of capital, who would be willing to engage in businesses other than farming. I should be glad if a number of such men would arrange to go out together in advance of the party, say in February, to make purchases. We should do our own outfitting as far as possible, and keep the money in the hands of our own people. I am ready to co-operate to this end. I have arranged connections with mercantile houses in Canada that may prove very helpful.

I desire to hold a meeting of all gentlemen interested in these matters, men of some capital and business experience, to lay my plans before them, and if they will notify me at once that they will come I shall be glad. This meeting will be held in my office here on Monday, the 12th January, 1903.

A CREAMERY.

I hope that the men of the party who have had experience of dairying will combine on the passage out to start a creamery at once. It will be needed, and the Government of Canada encourage such an enterprise in various ways.

Canadian butter and cheese are now shipped very extensively to England, even from the North-West. The North-West, I was informed when there recently, could do no more than supply the home demand for butter next year.

Here is a fine opening for a paying enterprise.

TENTS.

After careful investigation in Canada into the question of tents, I have decided that it will be much better to have them made here in England. It may be possible to purchase some Army tents. I will look into this. If not, then it might be economical to have them made here in London. I have brought with me catalogues of tents of all kinds used in Canada. The oblong tent with wall is in general use, the round end oblong tent is popular. I have, therefore, to request all who wish me to order tents to be made in this country to write me at once, stating size and kind of tent, and I shall ask some responsible firm to give me an estimate for the lot. Write me fully at once.

Remember, all shall need tents as soon as we reach our railroad terminus, and they will be required on the farm until houses are built. Here is another reason for prompt decision as to whether you are to join the Colony.

I recommend tents of the following dimensions:—

Tent 8 by 10—3 feet wall—for two or three persons.

Tent 10 by 14—3 feet wall—for four or five persons.

Tent 12 by 16—3 feet wall—for six persons.

If it is possible to afford it, I advise two tents for a family or party, one to sleep in, and the other to cook and live in.

THE CANADIAN NORTHERN RAILWAY AND STATIONS IN THE SETTLEMENT.

As the Railway will run for from 40 to 50 miles through the settlement, there will be at least three stations in the settlement, each one of which must be the centre of a town, and where a town site will be at once laid out by the Railway Company. Here will be located Elevators, Churches, Schools, Grist Mills, Post Offices, etc.

The sites of these stations are not yet chosen, but must be at an early day. I am in a position to approximately locate them.

NO GOVERNMENT LAND TO BUY.

Settlers who homestead, that is, take up the Free Grand lands, cannot buy adjacent Government lands. This is a settled fact. If members of this Colony desire any more land than the 160 acres allotted to each male over 18 years of age, they must buy railroad land—and they should do so without delay.

Within 4 months C.P.R. lands have risen in this district from 12s. to £1 per acre. The Hudson Bay Co. hold their lands there at £1 2s. per acre.

Speculators who have bought some of the Railroad lands are holding them from £1 6s. to £1 16s., and even £2 per acre, and as soon as the railroad is completed through to Edmonton, next autumn, every acre of land, homestead and railway, will be worth £2 10s. to £3 per acre.

The deduction from these facts is that we should homestead without delay, and also secure, if possessed of the means, some railway land without losing any time.

I have already over 50 applications for homesteads. Let all intending members send in their applications at once. Let me add that there is no safer investment than the purchase of railway lands. Their rapid rise in value has sent C.P.R. stock to its present high figure.

CUSTOMS.

The members of this party shall not have any customs dues to pay on ordinary effects.

OUR NEIGHBOURS WHEN WE REACH THE SETTLEMENT.

From Saskatoon to the townships reserved we shall pass through a lovely country that is being rapidly settled.

Thousands besides ourselves will land at Saskatoon next spring, and go West along the same trail to lands adjoining our own on all sides. Many hundreds from the United States and Europe entered last autumn for neighbouring lands. We shall pass through a most prosperous settlement at Bresaylor (where there is a Post Office), quite close to our reservation of successful farmers.

LIBRARY
UNIVERSITY

born in Manitoba, former Scotch servants of the Hudson Bay Company, and their descendants, some with a slight admixture of Indian blood, which only makes them more interesting. These good people are most hospitable and kind. I was guest at the house of a Mr. Taylor in the settlement, and found the family most intelligent and kind. They have a fine school, presided over by a Mr. Mack, a Scotch Canadian, who, while I was there, married a daughter of Mr. Taylor. Living among them on the Western verge of the settlement is a Mr. Peter Paynter, a Canadian farmer, and his estimable wife, an Irish lady, who entertained me and my party right royally. Mr. Paynter, a former most intelligent and popular member of that fine corp, the North-West Mounted Police, chose this district from the whole of the North-West as a place to settle in. He is growing rich from the products of Mother Earth, and possesses a fine herd of cattle. This year he threshed about 10,000 bushels of oats, and other grains in proportion. He and his good wife were delighted when I told them of our colony. From him and all the good people of the Bresaylor settlement we shall have a warm welcome.

These people have the most improved farm machinery, including several steam threshing machines.

Other neighbours, too, we shall have on arrival, and it is estimated that before the end of June, 1903, not a single homestead will be open through to Edmonton on both sides of the Canadian Pacific Railway for many a mile.

Here, I firmly believe, must be the centre of the largest population in the whole North-West, and here must spring up many fine towns and cities.

INDIANS AND INDIAN RESERVATIONS IN THE NORTH-WEST.

All Indians in North-West Canada are now practically civilized. They live on reservations, in houses of their own building, and farm the soil under Government instructors, possessing in many cases fine herds of cattle, and horses. There are some reservations about 30 or 40 miles from our settlement, and I met many of the people and conversed with them. They are now quiet and law-abiding citizens. There are only about twenty thousand scattered over the whole vast North-West. There is nothing to fear from our Indian friends, any more than from the gypsies of England.

TRAINING HOME FARM.

In my pamphlet, "British Settlements in North-West Canada," I hinted that I had in view such an institution, and that I would in due course make it known to all interested. I have now completed the prospectus, and have sent it to the Press. I am only sending it to those who apply for it. It will be of interest to any who wish to acquire a knowledge of farming without hiring out to farmers.

The project, I may say, has met with approval from men of prominence in Government circles in Canada, and has been pronounced thoroughly feasible.

Send for a copy of the prospectus. I should add that this proposed co-operative Home Farm is only intended for those who can command several hundred pounds capital.

MY RETURN VOYAGE AND MR. ALFRED MOSELY'S INDUSTRIAL COMMISSION.

Returning on the good ship "Lake Erie," of the Beaver Line, I met eight most intelligent members of Mr. Alfred Mosely's Industrial Commission, which this public-spirited gentleman recently sent to the United States to investigate the industrial situation in that country. There were 21 members in the Commission, but the others returned by other routes. Mr. Mosely himself went to America for the same purpose. At the request of these gentlemen I delivered a lecture on North-West Canada, with special reference to Emigration, in the ship's saloon. Mr. Bowerman, Secretary of the London Society of Compositors, and also an alderman, presided. The lecture was well attended. There were several Manitobans present, Englishmen who are successful farmers in the North-West going home to spend Christmas with friends. They were all most enthusiastic over their adopted country, and several made remarks at the close of the lecture to that effect. Some of them have promised to help interest friends in England in our British Colony. The members of the Industrial Commission present were agreeably impressed with the outlook in Canada, and expressed regret that they had not been able to visit the North-West.

They passed through parts of old Ontario, and were delighted with what they saw there. They will encourage Emigration to Canada, and may arrange some lectures for me this winter in England.

If such men as Mr. Alfred Mosely, C.M.G., men of ability, public spirit, and enterprise, would send a Commission to report on North-West Canada, and, better still, if they would only set to work at once to raise a fund to send out and help to start some of the out-of-work reservists, and others, they would be doing a good work for both Canada and England, they would be rendering an Imperial service, helping to bind Canada more closely to the Empire and to neutralize some present tendencies. Personally, I should be glad to have some of these Reservists in my party, and would do what I could to help them on.

I commend this suggestion to Mr. Mosely and others of kindred mind.

THE FREE HOMESTEAD IN CANADA WILL SOON BE A THING OF THE PAST.

At the present rate of immigration into Canada, especially from the United States, and which is certain to be on a much vaster scale next season, it is not difficult to foresee the end of the Free Grant System. Ten years ago there was still plenty of good land to be given away in the United States, now the Americans are seeking it in Canada. The obvious lesson is, don't put off too long the

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 accomplishment of your purpose to avail yourself of this liberal policy of Canadian Free Grant Lands.

WHAT TO TAKE.

All bed clothes, ticks for mattresses, but without the stuffing, table linen, knives, forks, spoons, a good supply of clothing suitable for farm work, including all old clothes, a good heavy overcoat, and strong boots, but no hob-nailed boots, for they are not used on the prairie. Carpenters' tools might be taken if already in possession, but no farm implements, for those made in Canada are cheaper and better adapted to the work. If you possess a sewing machine, take it, also a gun, if you have one, but no revolver—it is not needed. If you possess a good English saddle bring it with you, but do not take groceries, as they are as cheap and good there as here. Take some composite candles and a small candle lantern. You will find them useful in your tents. Some waterproof sheeting to lay on the ground in the tent on which to place bedding. I can purchase this wholesale at a reasonable price. Send your order. But be careful not to take useless articles. Don't waste time, money, and space.

There is a duty on new guns that have not been used.

CLASSES RECOMMENDED TO GO TO CANADA.

Persons with capital—there are splendid openings for investment—farmers, young men desiring to learn farming, male and female farm servants, and domestic servants.

CANADIAN AND AMERICAN FARMERS IN THE SETTLEMENT.

It is my intention to introduce a few experienced Canadian and American farmers into the settlement, whose farms may prove object lessons to the less experienced of our British settlers. I am already in touch with a number who wish to join our ranks. This part of the scheme has met with much favour from the Deputy Minister of the Interior, to whom I submitted it. These farmers, however, shall be of British descent.

PROGRAMME OF ACTION FOR MEN OF SMALL MEANS.

On reaching Canada by all means go on with the party to the proposed location of the settlement. Enter for your homestead, for you may never again have such an opportunity to get as good or as well-situated a one. If you can arrange with two or three other men similarly situated, and find that by combination of capital farming can be begun, do so. When four combine, two could perform the settlement duties while the other two might work on railway construction and earn money. But, whether you can co-operate or not, enter for your homestead, and then, if necessary, hire out for five or six months, paying for the ploughing of five acres (costing about 12s. per acre), as required by the Homestead Act, and return in the autumn to spend the winter living on it. In a week you could with a little assistance erect a small house to shelter you for the winter. By repeating this programme the fol-

lowing summer you would fulfill the terms of the Homestead Act, and so at the end of three years retire your patent from the Government. By adopting this plan many of the most successful farmers in the North-West have gained a footing in the country. Don't fail to take up your homestead.

MEN WHO DESIRE TO HIRE OUT WHEN THEY REACH THE NORTH-WEST.

All such men should at once arrange with me to "homestead," that is: enter for their Free Grant of 160 acres, before leaving England. Then they need not go on with the party to the settlement, but get off at Winnipeg, and at other points, and seek work.

I have arranged with the Commissioner of Immigration in Winnipeg, Mr. J. Obed Smith, to provide all such men with situations on farms. But you must let me know your decision at once. If you wish to go out to Canada in advance of the party, earlier in March, you may do so by the "Beaver" line. But don't fail to send me your homestead entry fee of £2 1s. 8d., and I will choose your homestead and make entry for you. You will then be sure of your land in our British Settlement, without going there at once with the party. The older parts of the North-West, including Manitoba, present more, and perhaps better, opportunities to hire out and to acquire a knowledge in farming than the newer settlements in the further West; although in Alberta there are such openings. Please let me know if you desire to go out to Canada at an earlier date than the party is to sail.

AMOUNT OF MEANS REQUIRED.

Families should possess £100 as a rule, especially when there are several children; this over and above travelling expenses. Young unmarried men may venture with but little over travelling expenses, as there will be plenty of work in the country at good wages. The approximate cost of passage from Liverpool to the location will be, for Third-class £12, Cabin £15. This will not cover excess baggage.

Read the following price list and write me what you are thinking of buying in farm implements, stock, etc. Decide quickly. TIME IS SHORT.

PRICE LIST.

Horses, per pair...	£40 to £50
Ponies, each	£7 to £10
Cows, each	£7 to £9
Mowers	£10
Binders	£30
Hay Rakes	£6
Seeders	£17
Cultivators	£10
Drag Harrows	£3
Disc Harrows	£6

Breaker Ploughs...	£4
Farm Waggon, each	£14 to £16
Farm Sleigh	£6 to £7
Lumber, per 1,000 feet...	£3 10s. to £5
Shingles, per 1,000	13s.
Doors, each	7s. to 9s.
Windows, each	5s. to 8s.
Farm Harness, for pair of horses	£4 to £5
Camp Beds or Cots	4s. to 6s.
Camp Stools	2s. to 4s.
Camp Stoves (sheet iron)	6s. to 8s.
House Stoves	£3 10s. to £5
Axes	4s. to 6s.

Groceries and all house supplies reasonable in price.

CHANGE MONEY.

Colonists should change their English money into Canadian, buy a draft on the Bank of Montreal, or Canadian Bank of Commerce, or any other good Canadian Bank, and you will be able to cash it at Saskatoon, or at St. John, or Winnipeg. The train stops four hours in Winnipeg. English gold is accepted at par, but there is a discount on English silver.

THE SOCIAL ADVANTAGES OF THE SETTLEMENT.

It is not necessary to emphasize these—they are patent to all. In a new and strange land especially it is most important to have congenial neighbours, and if these are from the Mother or Fatherland, so much the better. For women especially, whose life is to be spent on a farm, the certainty of friends and neighbours is of vast importance.

Isolation and loneliness are much the greatest drawbacks of pioneer life in the West. Friendships, and even privation, may be cheerfully borne when the friends that are dear are present to cheer and comfort. So we find that the social advantages of our British settlement, together with the opportunity to organize co-operation in farming, and other advantages, are features not to be despised.

TAXES.

The only taxes in the country districts are those for roads and schools, and as the greater part of the school expenses are paid out of the National Treasury, which derives its income from Customs receipts and inland revenue, and not from a tax on land, it follows that farmers pay but very little taxes. No tax is paid to the Territorial Government, and none to the Federal Government. The taxes of the North-West are, perhaps, the lowest of any part of the world. Hence, farmers grow rich out of the fruits of the earth, and, being lords of the soil, every man owning his own land, paying rent to no one, he is, perhaps, the happiest and most independent man in the world to-day.

DIFFICULTIES, DEFEATS, ETC.

I do not desire to present a picture that is highly rose-coloured. There are difficulties and drawbacks to be encountered, but for the brave man obstacles are something to be overcome, stepping-stones to victory and success. Britons have always been the great colonizers. Let it not be said that we are the degenerate sons of brave and masterful sires.

Let me say, in brief, you cannot pick up nuggets of gold on the surface of the soil—you must dig for the wealth of the land. Hard work, and plenty of it, lies before you, more or less of hardship, and not seldom privations. You must sometimes sweat, and sometimes you may suffer from the cold. You shall not always find everything to your hand. Many of the comforts of England you must leave behind.

Some years the crops may not be a perfect success; may even prove a failure. It may even be that hail may sometimes strike your crop and destroy part of it. Sickness may come to you there as here, and also losses. Don't expect to be rich in a day. It is not possible anywhere except for a few fortunate ones.

If you are afraid, stay at home—don't come to Canada. It is a land of brave and conquering men. But if you are honest and brave, and intend to work hard, if you purpose to lead the temperate and strenuous life, then come and cast in your lot with us, and we will stand together and win.

Wishing you a Happy New Year.

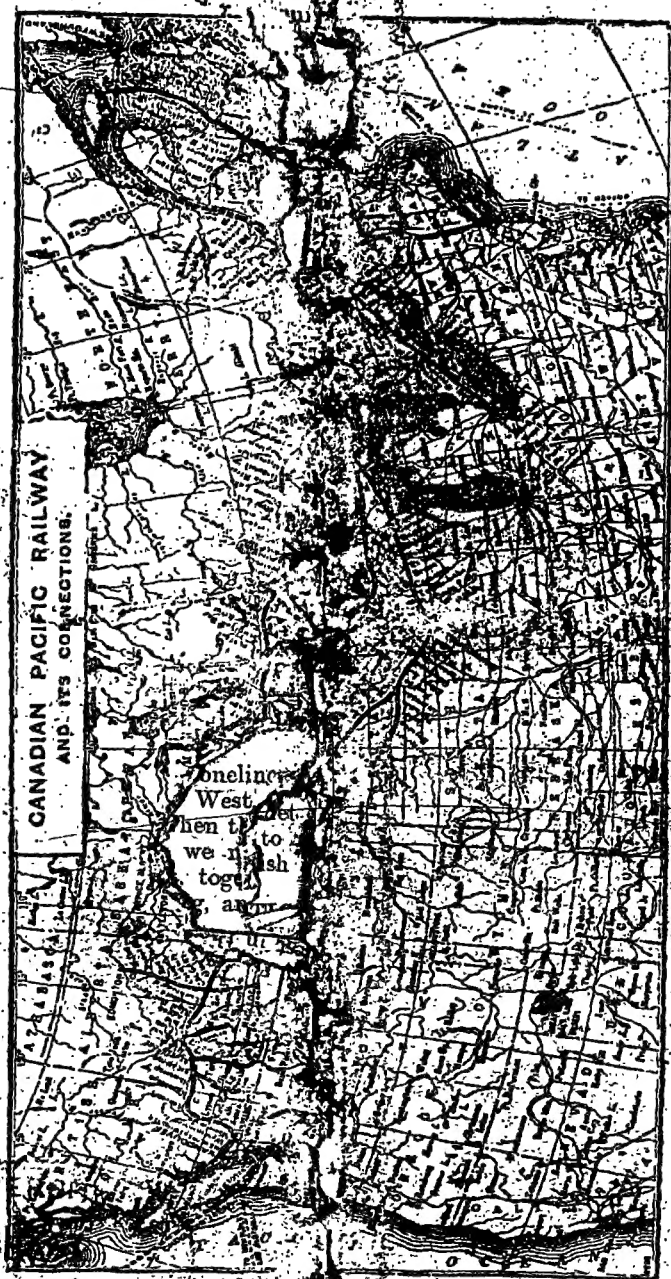
Sincerely yours, well-wisher,

I. M. BARR.

ACKNOWLEDGEMENTS

I desire to acknowledge my indebtedness to the Press of Great Britain and Canada; to the Elder, the Steamship, and the Canadian Pacific Railway Companies for their assistance in transportation; and to the officials of these Companies for their kind offices; to Mr. W. T. R. Preston, the able Canadian, Chief of Emigration in England, who has taken a deep interest in the organization of this British Colony, and rendered me much valuable assistance; and to others as well, I desire to tender this expression of thanks and gratitude.

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+ The Red Cross indicates the location of the Settlement.

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SASKATCHEWAN